Association designations), clad on one or two sides with an aluminum-silicon alloy (4000 series according to the Aluminum Association designations). Said strips are intended to manufacture heat exchanger deep drawn components assembled by brazing, said exchangers being used in particular in engine cooling and automobile body air conditioning systems, and more particularly for air conditioning unit evaporator plates. Brazing techniques for aluminum alloys are described for example in the article by J.C. Kucza, A. Uhry and J.C. Goussain "Le brasage fort de l'aluminium et ses alliages", published in Soudage et Techniques Connexes, Nov.-Dec. 1991, pp. 18-29. The strips according to the invention are used particularly in non-corrosive flux brazing techniques such as NOCOLOK® or CAB (controlled atmosphere brazing), but may also be used in other brazing techniques such as vacuum brazing.

Cont A2

Page 1, line 25, paragraph 2:

The use of aluminum alloys in automobile vehicle heat exchangers has developed in recent years, particularly due to the weight gain provided with reference to that of copper alloys. The properties required for the aluminum alloy strips used for the manufacture of brazed exchangers are particularly a good brazing capacity, a high mechanical resistance after brazing, such that the thinnest possible strips can be used, sufficient formability for easy shaping of the components, particularly evaporator plates comprising deep drawn ribs, and finally a good corrosion resistance. Said resistance is generally characterized by the SWAAT (salt water acetic acid test) test according to the standard ASTM G85. Naturally, it is important for the elaboration cost of the strips to be compatible with automobile industry requirements.

A3

Page 3, line 31, paragraph 8:

The corrosion resistance of the brazed exchangers, as measured by the SWAAT test, depends not only on the composition of the core alloy or the selected brazing alloy. The phenomenon which practically always seems to cause rapid corrosion of exchangers and particularly of evaporator plates is liquid film migration or LFM. This phenomenon is described, for example, in the article by H. S. Yang and R.A. Woods "Mechanisms of Liquid Film Migration (LFM) in Aluminum Brazing Sheet", VTMS3 Conference Proceedings, SAE International, Indianapolis, 1997, pp. 639-658. This consists of a diffusion process of the silicon

A4

from the brazing alloy to the core during brazing, the brazing alloy being either that clad on the core alloy strip or deposited on said strip by any other means, or obtained from the coating of the part adjacent to the brazing. This induces the formation of precipitate-rich grain boundaries, which form paths particularly liable to intergranular corrosion, due to the significant difference in potential between the phases present and the aluminum matrix. The presence of dislocations favours this phenomenon. This is one of the reasons, in addition to the improved formability, why an annealed temper is used, which results in a fine-grained recrystallized structure. However, for exchanger plates comprising deformed parts, shaping generates variable strain hardening in the part, and, to obtain a recrystallized microstructure throughout, it would be necessary to anneal the part after shaping, which would increase production costs. This is particularly the case for evaporator plates.

Cont A4

Page 11, after line 25, please insert the following paragraph:

A5

The priority document, French patent application number 0014791, filed November 16, 2000, is incorporated herein by reference in its entirety including the title, abstract, specification, claims, and figures.

In the Claims:

Please amend the claims as follows:

A6

1. (Amended) A process to manufacture a clad strip, < 1.5 mm thick, suitable for use in the manufacture of brazed heat exchangers, comprising:

- casting of a plate made of core alloy comprising (% by weight):

Si < 0.8 Fe < 0.8 Cu: 0.2 - 0.9 Mn: 0.7 - 1.5 Mg < 0.4 Zn < 0.2 Ti < 0.1 other elements < 0.05 each and < 0.15 in total, the remainder aluminum,

- homogenization of said plate between 550 and 630°C for at least one hour,

- cladding on one or two sides of said plate of a brazing aluminum alloy,

- hot rolling followed by cold rolling of the plate to a thickness close to the final thickness,

- recrystallization annealing of the strip between 300 and 400°C,